Attachment H

Criteria for Nonmotorized, Multi-Use Trail Development

Attachment H
Criteria for Non-motorized, Multi-Use Trail Development

- A trail plan will be prepared before any construction and will detail, among other things, site locations (alignment), lengths, materials, signing needs, construction costs, and an operation and maintenance strategy.

- Public use of the non-motorized trails will be limited to foot traffic, equestrian users, non-motorized bikes, and wheelchair users, when possible.

- Construction will not proceed until all environmental and cultural resource clearances are obtained.

- Existing trails and abandoned and reclaimed off highway vehicle roads will be integrated with new trail construction as much as possible, providing old trails and roads were properly laid out and have good drainage.

- Terrain and elevation changes should not be extreme.

- The route should be planned for minimum maintenance, while providing maximum ecological variety (i.e., stay on the fringe of critical habitat areas, rather than crossing habitat areas).

- Portions of the trail designed for access by people with disabilities will follow appropriate accessability guidelines and standards for outdoor recreation facilities and components.

- Location should be suitable for all seasons of use to the degree that visitor or management needs, terrain, and climate patterns will allow.

- Access points to trail heads should be provided, as feasible.

- For interpretive purposes, trails should meander to take advantage of scenic panoramas and historic, cultural, and natural resources.

- Trails should be located to disperse visitors from fragile or heavily used areas.

- Areas of critical or sensitive habitat should be avoided.

- Critical cultural resource sites will be avoided whenever feasible.

- Trails should avoid areas where plants and animals may be seriously impacted.

- Trails should be located on stable soils. If soils are not stable, alternate material must be provided.

- Special attention should be given to the problems that traffic and traffic-related noise and safety could create for hikers and equestrians at road crossings.

- Access at varying distances along the trail should be provided so that users can choose trips of varying lengths.

- If equestrians frequent the trail, hitching rails should be located near trails so riders can secure their horses at trail heads, rest stops, viewing, and scenic areas. Also, trail heads should be large enough to accommodate horse trailers, and access roads should be designed to provide safe access to trail heads by vehicles handling large trailers.

- Alignment should offer the users the best views, follow contours, avoid steep topography, and angle across the natural slope to take advantage of natural drainage.

- Structures should be made of native materials when feasible (i.e., bridges, benches, retaining walls, erosion-control devices, etc.).

- The best available guidelines will be used for specific guidance on drainage (water bars and culverts), trail signing, dimensions, clearing requirements, structures, surface, revegetation, cribbing (retaining walls), switchbacks, base construction, and bridges.

- Proper facilities, such as loading, staging and parking areas, signage, potable water sources, and restrooms, will be incorporated into trail designs.